

Amendments to the Claims

This listing of claims will replace all prior versions and listings of claims in the application.

Claim 1 (Currently amended): A model aircraft having a landing gear assembly comprised of:

~~a mounting block; and~~

~~a pair of landing gear struts attached to the a mounting block, the mounting block including individual attachment points for each landing gear strut comprising the pair of landing gear struts, and a planar surface having a first side and a second side, the second side of the planar surface defining a channel with respect to a first and a second edge of the mounting block, and a pair of slits; and~~

~~at least one of the pair of slits surrounds a portion of an individual attachment point.~~

Claim 2 (Canceled)

Claim 3 (Canceled)

Claim 4 (Currently amended): The model aircraft of claim 31, wherein each of the landing gear struts includes:

a first portion defining a hole and having an inclined first edge, the first portion oriented substantially parallel to the planar surface of the mounting block;
a second portion adjacent to and angled less than 90° with respect to the first portion; and

a third portion adjacent to the second portion and oriented at a substantially right angle to the first portion.

Claim 5 (Canceled)

Claim 6 (Original): The model aircraft of claim 4, wherein:

the mounting block is positioned within a fuselage of a model airplane, the fuselage having a top and a bottom and opposing sides, the opposing sides each defining an opening,

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and the mounting block positioned such that the first side of the planar surface is oriented toward the top of the fuselage;

the first portion of one of the pair of landing gear struts passes through the opening in one side of the fuselage; and

the first portion of the second of the pair of landing gear struts passes through the opening in the opposing side of the fuselage,

whereby the hole in the first portion of each of the pair of landing gear struts engages an individual attachment point.

Claim 7 (Original): The model aircraft of claim 4, wherein:

the first portion of each of the pair of the landing gear struts has a second end;

the first end has a first width;

the second end has a second width;

and the second width is greater than the first width.

Claim 8 (Original): The model aircraft of claim 7, wherein the channel has a width equal to twice the first width of the first end.

Claim 9 (Original): The model aircraft of claim 4, wherein a wheel is attached to the third portion.

Claim 10 (Original): The model aircraft of claim 4, wherein the second portion is angled approximately 45° with respect to the first portion.

Claim 11 (Original): The model aircraft of claim 6, wherein the second side of the planar surface is oriented toward the top of the fuselage.

Claim 12 (Canceled)

Claim 13 (Canceled)

Claim 14 (Currently amended): A landing gear assembly comprised of:

~~a mounting block; and~~

~~a pair of landing gear struts attached to the a mounting block, the mounting block including individual attachment points for each landing gear strut comprising the pair of landing gear struts, and a planar surface having a first side and a second side, the second side of the planar surface defining a channel with respect to a first and a second edge of the mounting block, and a pair of slits; and~~

~~at least one of the pair of slits surrounds a portion of an individual attachment point.~~

Claim 15 (Canceled)

Claim 16 (Canceled)

Claim 17 (Currently amended): The landing gear assembly of claim ~~1614~~, wherein each of the landing gear struts includes:

a first portion defining a hole and having an inclined first edge, the first portion oriented substantially parallel to the planar surface of the mounting block;

a second portion adjacent to and angled less than 90° with respect to the first portion; and

a third portion adjacent to the second portion and oriented at a substantially right angle to the first portion.

Claim 18 (Canceled)

Claim 19 (Original): The landing gear assembly of claim 17, wherein:

the mounting block is positioned within a fuselage of a model airplane, the fuselage having a top and a bottom and opposing sides, the opposing sides each defining an opening, and the mounting block positioned such that the first side of the planar surface is oriented toward the top of the fuselage;

the first portion of one of the pair of landing gear struts passes through the opening in one side of the fuselage; and

the first portion of the second of the pair of landing gear struts passes through the opening in the opposing side of the fuselage,

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whereby the hole in the first portion of each of the pair of landing gear struts engages an individual attachment point.

Claim 20 (Original): The landing gear assembly of claim 17, wherein:

- the first portion of each of the pair of the landing gear struts has a second end;
- the first end has a first width;
- the second end has a second width;
- and the second width is greater than the first width.

Claim 21 (Original): The landing gear assembly of claim 20, wherein the channel has a width equal to twice the first width of the first end.

Claim 22 (Original): The landing gear assembly of claim 17, wherein a wheel is attached to the third portion.

Claim 23 (Original): The landing gear assembly of claim 17, wherein the second portion is angled approximately 45° with respect to the first portion.

Claim 24 (Original): The landing gear assembly of claim 19, wherein the second side of the planar surface is oriented toward the top of the fuselage.

Claim 25 (Canceled)